SIGNIFICANT CATEGORIES OF RAIL

ROLLING-STOCK DATA

1. Assuming that statistics are to be collected on a chart, under what headings, not more than forty (40) in number, should data on the passage of Soviet rolling stock be cumulatively collected and reported? Each heading will provide a close definition of types of rolling stock to be tallied for each hour, day or week in the "column" below it.

The selected headings must be such that

a. All rail cars passing a given point in one direction are included.

b. Changes in the rate for each heading selected will have as direct as possible a bearing on interpretation of Soviet military intentions. If sufficient flexibility remains in the system of headings, the inclusion of some headings offering valuable economic data, but of little significance regarding military intentions, will be acceptable.

c. Each heading will include all cars of one or more types or models, except that

d. the headings full and empty may be included, but only in those cases where such a distinction is a significant one and, of course, on the condition that this pair of headings be accepted two of the total permissible forty (40).

2. What are the detailed characteristics of the models to be entered under each of the chosen headings?

Assuming that there are four hundred (400) distinct models of railroad cars in use on the Soviet rail system, all of them fall into certain basic classes, possibly as follows:

Engines
Passenger cars
Flat cars
Gondolas
Hopper cars
Box cars
Tank cars
Miscellaneous (including maintenance and service cars, tenders, cabooses, etc.).

Any model which is estimated to comprise less than 5% of the

rolling stock in any one of these basic classes can be omitted from consideration. This will reduce the overall number of distinctive models for which separate counts must be maintained. Similarly, another group of models (possibly even all of those in one basic class, e.g. the miscellaneous), can perhaps be specifically eliminated from the record even though, to do this, they must first be recognized and omitted at the time of observation.

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*In 1941, there were, for example, more than 250 types (models) of tank cars in use on the USSR rail system. Though these could be broken down into three classes by axle-count and into eight classes by commodity, one author, writing for rail administrators, found it sufficient to confine his discussions to the six (6) "most common" types:

Normal	- two-axle
Odessa (type 5)	- two-axle
Heavy (MARTI) POL	- four-axle
Oil (thermos)	- two-axle
Heavy (MARTI) Acid	- four-axle
North-Caucasus	- four-axle

—POVOROZHENKO, V.V., Organizatsiya Perevozok Nalionykh Gruzov, Moscow, 1941 (Library of Congress TP 692.5. p 6).

With these two amendments to the absolute total of 400 models, the number of models for which records must be maintained may be reduced to, let us say, 150, distributed as follows:

Engines of	18	+ 3 unknown or new models
Passenger cars of	27	"
Flat cars of	15	"
Gondolas of	12	"
Hopper cars of	12	"
Box cars of	32	+ 9 unknown or new models
Tank cars of	18	+ 3 unknown or new models
Others of	1	(i.e. miscellaneous) model
Total models	150	models

Given the detailed specifications for each of these models, and guidance as to the heading under which each should be entered, it will then be possible to find one or another "common denominator" for most, if not all, of the models falling under each heading.

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